

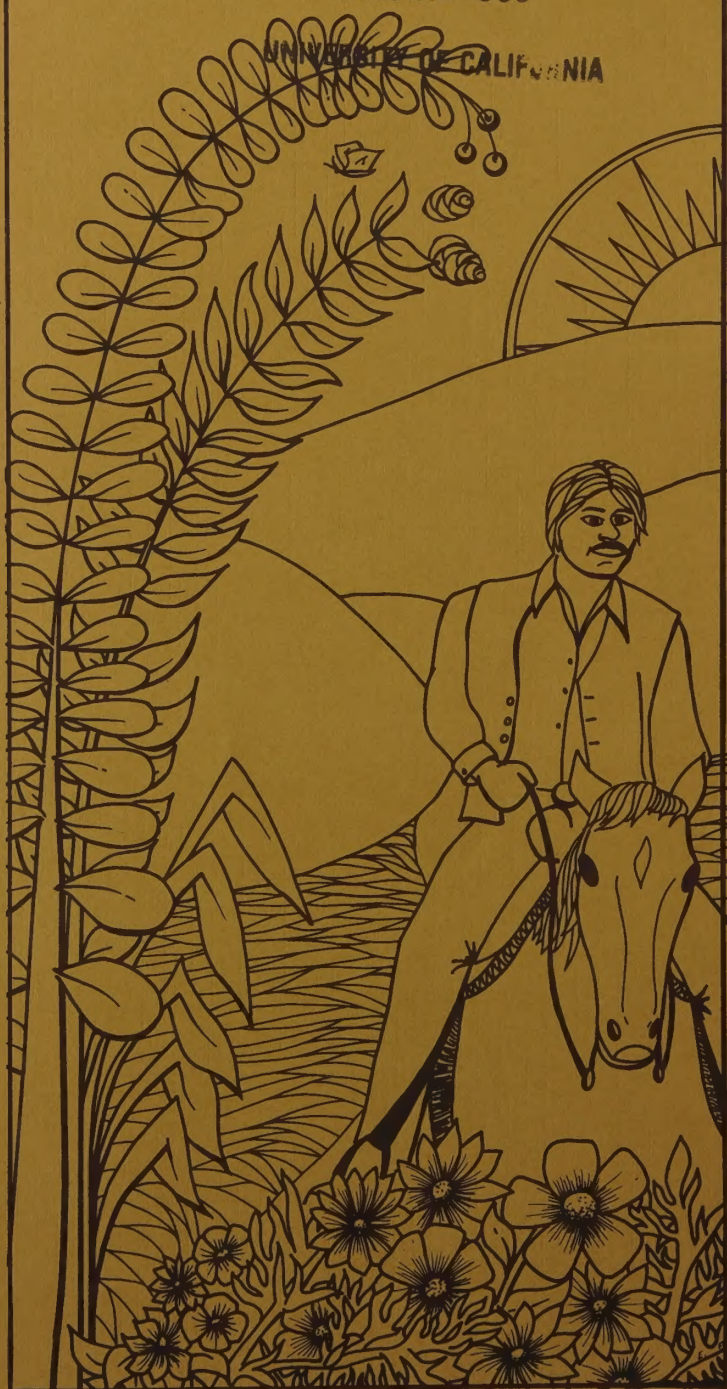
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INTERIM RIDING TRAILS PLAN

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PLANNING COMMISSION CERTIFICATE
I HEREBY CERTIFY THAT THIS PLAN MAP, ENTITLED "INTERIM RIDING TRAILS PLAN", IS PART OF THE RECREATION ELEMENT AMENDMENT TO THE GENERAL PLAN ADOPTED BY THE CONTRA COSTA COUNTY PLANNING COMMISSION ON THE 12th DAY OF SEPTEMBER, 1973.

[Signature]
PLANNING COMMISSION SECRETARY

CLERK OF THE BOARD CERTIFICATE
I HEREBY CERTIFY THAT THIS PLAN MAP, ENTITLED "INTERIM RIDING TRAILS PLAN", IS PART OF THE RECREATION ELEMENT AMENDMENT TO THE GENERAL PLAN ADOPTED BY THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY ON THE 24th DAY OF OCTOBER, 1973.

[Signature]
W. T. PATTON, COUNTY CLERK

- LEGEND**
- Plan Features**
- RIDING TRAIL
 - SUGGESTED STAGING AREA
 - SUGGESTED HITCHING AREA
- Related Features**
- * RECREATIONAL STABLE
 - RIDING TRAILS IN INCORPORATED AREAS
 - MAJOR PARKS
 - MILITARY LANDS
 - OTHER PUBLIC LANDS

- MAP SYMBOLS**
- ANTIOCH INCORPORATED AREAS
- Alamo UNINCORPORATED AREAS
- FREEWAYS AND MAJOR ROADS
- MINOR ROADS AND STREETS
- RAILROADS AND BAY AREA RAPID TRANSIT

Interim Riding Trails Plan

CONTRA COSTA COUNTY

CALIFORNIA

INTERIM RIDING TRAILS PLAN

PART OF THE RECREATION ELEMENT OF THE GENERAL PLAN OF CONTRA COSTA COUNTY, CALIFORNIA

The following text was adopted as a part of the Interim Riding Trails Plan.

PURPOSE

This interim version of the Riding Trails Plan was developed to provide an official plan for Contra Costa County to use in funding and implementation programs, and in inter-governmental coordination activities during the period that a full "Trails and Paths Plan" is being reviewed and processed for adoption. An interim plan is necessary during the period because decisions on the location and design of several important horse trails need to be made in the context of a countywide network.

This Interim Riding Trails Plan was prepared in conjunction with similar plans for Bicycle Paths (adopted June 20, 1972) and Hiking Trails. All three trails systems were developed to a large extent through the use of available city and regional agency trails plans and with information supplied by equestrian associations and other user groups.

The intent of this plan is to facilitate circulation as well as to expand recreational opportunities. Therefore, this plan is also a functional part of the Circulation Element of the General Plan.

DEFINITIONS

RIDING TRAIL. All trails included in this plan are major, or primary, trails. These are intended for extended travel by riders of varying skills and age groups. They typically connect important trail use destinations such as major parks and points of special interest. Riding trails usually are not paved but preferably are surfaced with resilient material to keep down dust and permit travel in all weather.

HITCHING AREAS. These are facilities for securing horses to posts or other attachments to permit their riders to dismount and circulate independently. Hitching areas are desirable at intervals and at destinations, and should be considered to be trail features. They should be installed by the trail-providing agencies.

STAGING AREAS. Staging areas are facilities for the assembly of trail user groups and for the parking of vehicles and accessory vehicles such as horse trailers. They need to be located adjacent to both trails and access roads. These areas also should be considered to be trail features and installed by either trail-providing agencies or the user groups.

RECREATIONAL STABLES. These are large private or commercial stables. It is desirable for such stables to be located within convenient distances from riding trails. Although this plan does not propose any new stables, it does show the proximity relationships between the existing stables and the proposed trails.

PLAN NOTES

1. Only major connections are shown through incorporated areas.
2. Internal trails in major parks and watershed lands are not shown.
3. All trails in unincorporated areas have been field checked but require additional detailed design studies before implementation. The feasibility of some trails is contingent on the results of these later studies.
4. Development of the Riding Trails network will have to be staged over a period of many years. Similarly, the full development of any given trail segment may be reached in stages.

5. All trails on East Bay Municipal Utility District lands are suggested facilities that are subject to approval by the Board of Directors of EBMUD.

IMPLEMENTATION

1. Several of the most significant trails on this plan, i.e., certain of those that connect major parks, are part of the regional trails system expected to be developed and maintained by the East Bay Regional Parks District.
2. Several other key trails are proposed on East Bay Municipal Utility District lands. EBMUD's trail plans have not been completed, but it is anticipated that part of these may be developed by EBMUD and others by user groups with the consent of EBMUD.
3. Although riding trails on road rights-of-way are not preferred, they are occasionally unavoidable or the best choice among alternatives. Some county road rights-of-way are adequate for the installation of trails but additional width will be required for full development in most cases. Subject to budgetary and program authorizations, then, the Contra Costa County Department of Public Works can aid in the implementation of this plan in connection with future road projects.
4. Local recreation districts or service areas may become the implementing agencies for certain of the remaining trails, but their most appropriate role would be to provide local feeder trails and connections not shown on this plan.
5. Horsemen's clubs are interested in participating in the installation of trails and staging areas.

TYPICAL PLAN INSTALLATIONS

Typical cross-sections will be recommended for inclusion in this plan after studies (primarily concerned with Bicycle Paths) sponsored by the State of California have been completed and their recommendations reviewed for best applicability.

CONTINUED TRAILS PLANNING

Following this plan's adoption, several riding trails additions have been suggested by local cities and agencies and will be studied in the future. These include:

A shoreline riding and hiking trail from Point Pinole, northeasterly, to tie in with the trails network in the Port Costa area.

A riding trail through the Gateway Valley area west of Orinda and Moraga. This trail would travel in a northwesterly direction from the Canyon Road area, connecting with Sibley Regional Park at the north end of the segment.

Extension of a bicycle and riding trail from the Contra Costa Canal trail, through West Pittsburg, to the site of the proposed regional park at Mallard Slough.

Additional trails in the Clayton area, principally along Mitchell, Mt. Diablo and Donner Creeks, which would link with other regional trails and Mt. Diablo State Park.

A trail in the vicinity of the P. G. & E. powerline easement south of Walnut Creek, linking the Lime Ridge and Rudgear Estates areas.

A riding and hiking trail from the Southern Pacific Railroad to Las Trampas Regional Park in the vicinity of Del Amigo Road in the Danville area.

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